

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

COMMUNITY PUBLIC MEETING

INTERSTATE 24 CORRIDOR

from Kentucky State Line to I-75 in Hamilton  
County

CHATTANOOGA PUBLIC LIBRARY  
1001 BROAD STREET  
CHATTANOOGA, TENNESSEE 37402

OCTOBER 17, 2009

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The Tennessee Department of Transportation held a Community Public Meeting on Thursday, October 17, 2013, in the Chattanooga Public Library, 1001 Broad Street, Chattanooga, Tennessee, 37402 from 5:30 p.m. to 7:00 p.m. eastern standard time, for discussion of the 185-mile Interstate 24 corridor from the Kentucky State Line to I-75 in Hamilton County, where the following proceedings were had, to-wit:

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*Virgilene Tabor-Lotze*  
*Court Reporter*  
*2049 Highland Lane*  
*Crossville, Tennessee 38555*  
*(931) 484-4004 (931) 261-3938*  
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**PROCEEDINGS**

1  
2  
3     **(MS. JOAN BARNFIELD)**                     Ms. Barnfield, project manager  
4 of the I-24 Multimodal study that is being discussed tonight  
5 opened the meeting and welcomed everyone to the meeting  
6 which began at the approximate hour of 5:30 p.m. She stated  
7 that this project is in the final stage of the 18-month  
8 study. She stated that a three-minute video will be shown  
9 to give everyone a complete overview of the project, after  
10 which Scott Rumble will go into detail about the power point  
11 presentation. She thanked Representative Vince Dean,  
12 Councilman Chip Henderson, and Karen Rennich for attending  
13 the meeting.

14                     She asked TDOT employees to identify  
15 themselves, after which she stated that all employees are  
16 wearing badges and they will be glad to answer any questions  
17 or hear any comments that anyone has.

18                     TDOT Attendees are Joan Barnfield, Project  
19 manager; Jennifer Flynn, Public Relations; Kevin Herrit,  
20 Planning.

21                     Ms. Barnfield also gave attendees the  
22 various ways of getting comments into the official  
23 transcript - by asking questions and having them answered by  
24 TDOT personnel during the comment session; talking to the  
25 court reporter who will then transcribe the comments and

1 include them in the official transcript; by filling out the  
2 form that is on the table outside and leave them in the box  
3 or take them home and mail them in within ten days to the  
4 address given on the form; or on-line.

5 Ms. Barnfield then introduced Mr. Scott  
6 Rumble, with Atkins North America, Inc. Mr. Rumble presented  
7 the three-minute video presentation. Mr. Rumble introduced  
8 Mr. Bell Wallace and Mr. Gerald Bowman from Atkins,  
9 employees of Atkins.

10 **(Playing of three-minute video)**

11 **(Power point presentation)**

12 **(Several highlights of Mr. Rumble's discussion of the power**  
13 **point presentation, to-wit)**

14 **(Mr. Scott Rumble)** Mr. Rumble stated that there has  
15 been over 500 responses to the survey that was put out in  
16 January of 2013 and ended in June of 2013 in regard to this  
17 project. The latest survey that was put out in April had  
18 about 100 responses. He stated this is the final summary  
19 tonight.

20 He further stated that TDOT is now working  
21 on the technical evaluations of about 200 specific projects.  
22 Cost ratios will be given for the projects at a later date.  
23 There are strategies to think about for the future, such as  
24 one more transit for this corridor.

25 The types of projects that will be on the

1 final list include roadway improvements on I-24; parallel  
2 routes; and operational routes.

3               This corridor is in the final phase and will  
4 be on the list to be prioritized in January. The corridor  
5 pretty much cuts the state of Tennessee in half. It was  
6 designated as a strategic corridor in the last state-wide  
7 plan, as were all Interstates, since they have such a  
8 tremendous impact on the economic success of any state. The  
9 Interstates in Tennessee that are being studied are I-40, I-  
10 81, I-24, with I-65 being the last one.

11              This project is 185 miles long and dips into  
12 Georgia about four (4) miles. It physically goes through  
13 ten (10) counties and affects fifteen (15) counties, and it  
14 goes through eleven (11) cities.

15              Mr. Rumble stated that the projected growth  
16 of population for Hamilton County from 2010 to 2040 will be  
17 about twenty-one percent (21%). Employment is forecasted to  
18 grow about fourteen percent (14%). This is the reason for  
19 planning for the future, since it takes a number of years  
20 from the idea to the actual paving of a project. Since there  
21 is just so much money to be had, the projects have to be  
22 prioritized. (This prioritization should be completed by  
23 January of 2014.)

24              The study of this project started last August  
25 with the data collections; public meetings were held in

1 April for in-put in selecting a list of projects for the  
2 public, as well as doing a technical analysis. Currently,  
3 evaluations are being done on all the projects.

4           In summarizing the surveys that have been  
5 done, Mr. Rumble stated that almost all of those were done  
6 on-line. Most people responded that they are going to and  
7 from work on I-24. Others use it for leisure, shopping  
8 trips, church, etc. As to how frequently people travel I-  
9 24, about ninety percent (90%) of the responses indicated  
10 that they traveled I-24 every day.

11           Seventy-one percent (71%) of the people  
12 surveyed said that congestion is a critical issue. Fifty-  
13 two percent (52%) stated that safety is also a critical  
14 issue. About thirty percent (30%) of the people surveyed  
15 said that there should be more efficient interchanges on I-  
16 24.

17           Thirty-one (31) types of projects and  
18 strategies have been identified, the first being to add  
19 lanes to I-24 through Hamilton County. An analysis is being  
20 done at the present time which indicates that one additional  
21 lane should be added to I-24 throughout the Chattanooga  
22 area.

23           Mr. Rumble explained that a project has a  
24 starting and ending point; a strategy is more general and  
25 doesn't have a starting and ending point to it.

1                   The survey indicated that people would like  
2 to see mass transit options, including express buses or rail  
3 transit for Chattanooga and also between Murfreesboro and  
4 Nashville.

5                   Ramp extensions were suggested, which  
6 included the ramps from U.S. 27 going westbound; also, the  
7 ramps between I-24 and south Germantown, and Bell Road and  
8 Moore Road on the east side.

9                   Other suggestions that were studied were  
10 adding warning lights; install lane reflectors throughout  
11 the I-24 corridor; sidewalk improvements; new accesses to I-  
12 24; more rest areas; more interchanges along the corridor,  
13 but not so much in Chattanooga; restricting large trucks to  
14 certain lanes where there are multiple lanes.

15                   Truck diversion was discussed. For  
16 instance, one rail car can carry as much as about four-and-  
17 a-half (4-1/2) trucks of freight; one barge can carry about  
18 seventy (70) trucks of freight. There is not a lot of  
19 potential to get truck freight onto rail lines.

20                   As to interchange modifications, people  
21 suggested changing the whole configuration of the  
22 interchanges, such as taking out loops and making straight  
23 ramps instead, or taking out a lot of the short ramps and  
24 creating a different system of interchanges.

25                   Commuter rails between Chattanooga and

1 Nashville was another popular suggestion, as well as between  
2 Clarksville and Murfreesboro. Reducing speed limits for  
3 trucks in Chattanooga was suggested. There were also  
4 suggestions to increase the speed limit through the I-24  
5 corridor in certain places.

6 Mitigating rock slides was of great  
7 importance to people, especially in the Monteagle area.

8 As to costs of these projects, Mr.  
9 Rumble stated that to just add one lane in both directions  
10 in a relatively flat area on the Interstate would cost \$7.0  
11 million per mile; in urban or mountainous areas, the cost  
12 could go up to as much as \$27.0 million per mile. To widen a  
13 bridge by adding one lane in each direction on a typical  
14 300-foot bridge would cost from \$1.0 to \$1.5 million. To  
15 add a new interchange to the Interstate in a rural area  
16 would cost from \$1.0 million to \$36.0 million, depending on  
17 the topography and location; to add a new interchange in an  
18 urban area would cost from \$8.0 million up to \$86.0 million,  
19 depending on the size of the interchange. To add a traffic  
20 signal would cost between \$90,000 and \$120,000.

21 For an express bus, it would cost from  
22 \$100,000 to \$300,000 per mile; for bus rapid transit where  
23 it has its own road, the cost would be \$3.0 to \$10.0 million  
24 per mile. A commuter rail ranges between \$5.0 and \$15.0  
25 million per mile. Light rail transit would cost between

1 \$40.0 to \$70.0 million per mile.

2 **(End of power point presentation)**

3

4 **QUESTION AND ANSWER SESSION**

5 **MR. RUMBLE:** Yes, sir?

6 **MR. WILLIAM MOLL:** You have discussed the Mocassin  
7 Bend and Ridge Cut areas. You know, the I-24 Interstate is  
8 a major east/west transit corridor. Currently, bicycle  
9 transit on the Moccasin Bend corridor is exceptionally  
10 difficult, and the same over the Ridge Cut. If any  
11 modifications are made to either one of those corridors - we  
12 call them corridors and not just an Interstate - there  
13 really needs to be some kind of local bicycle capability  
14 involved. To put the numbers in perspective, the additional  
15 cost per mile on that is somewhere around \$200,000 per mile,  
16 rounding it off there, in both of those areas, both of those  
17 regions.

18 **MR. RUMBLE:** Yes, we do make accommodations for  
19 bicyclists.

20 **MR. MOLL:** Another question. Did no one else  
21 mention means of transit other than rail, bus or car?  
22 Bicycles are a way of local transit.

23 **MR. RUMBLE:** Yes, but they were not among the  
24 top number on the responses. But the whole list is on-line.  
25 There were some suggestions for that.

1   **MS. BARNFIELD:**                   Excuse me, would you mind saying  
2   your name of the court reporter?

3   **MR. MOLL:**                        My name is Bill Moll.

4   **MS. BARNFIELD:**                   Thank you. Yes, sir?

5   **MR. RAY ATKINS:**                My name is Ray Atkins out of  
6   Lookout Valley. I've got two questions for you. I was  
7   looking at the GBS Georgia Network the other night... or  
8   several weeks ago, and they stated the Georgia General  
9   Assembly had designated Interstate 75 as a freight corridor,  
10   which qualifies them for more federal planning. Has  
11   Tennessee done this for Interstate 24?

12   **MR. RUMBLE:**                    There is a freight plan by Map 21  
13   for I-24, but it is new legislation. There is federal  
14   funding for freight corridors. The DOT has drafted a plan to  
15   be included in that. And the project has to be in that plan  
16   to get increased funding. It would be up to 95% federal  
17   funding.

18   **MR. ATKINS:**                    Well, they said the Georgia General  
19   Assembly had approved it. Second question, I've traveled  
20   Interstate 24 from here to Ooltewah from I-59. Every exit is  
21   lit except two. The two is out at Lookout Valley - Brown's  
22   Ferry Road and Cummins Highway - the off and on ramps. Could  
23   we get someone to look into putting lighting on those two  
24   exits?

25   **MR. BARNFIELD:**                Do you know anything about that or

1 could you make anybody aware of it (indicting Ms. Flynn)?

2 **MS. FLYNN:** That is a local issue that has to  
3 be done by the local municipalities by requesting it. We do  
4 have lighting projects that we have done but it is usually  
5 at the request of the local municipalities.

6 **MR. RUMBLE:** Thank you, Jennifer. Yes, sir?

7 **MR. BLYTHE BAILEY:** I will have to call on that. I'm  
8 Blythe Bailey with the local transportation department, and  
9 I'll catch you afterwards. I don't know the answer to your  
10 question but I will find out. Also, I'll just add a couple  
11 of thoughts and I also have some questions. The possibility  
12 of bicycling for transportation, I think is somewhat  
13 feasible if it were fairly regular. I'll just echo this  
14 gentleman's thought; it seems like just such a small  
15 percentage if there were provisions made to the highway  
16 corridor and I-24 there around Mocassin Bend, coming into  
17 town or coming into the South Bend area, which is the same  
18 kind of geographic area. And also in line with your idea of  
19 looking for alternative parallel routes, Cummins Highway is  
20 quite tricky when it comes down off the mountain and turns a  
21 sharp corner that goes under the railroad underpass, and  
22 then crossing what is going to be the new extension of the  
23 Ooltewah system. There are a lot of things happening there  
24 that aren't I-24 proper, but certainly will have an effect  
25 on how it all works before we get into alternative routes. I

1 would just ask that all this be considered by the senator  
2 and our local representative.

3 **MR. MOLL:** I just want to clarify here. I want  
4 to make sure when we're talking about bike lanes, we're not  
5 talking about on the Interstate, but on parallel roads. I  
6 just wanted to make sure nobody thought bicycles would be  
7 ridden on the Interstate.

8 **(Conversation between two attendees)**

9 **MR. CHRIS CARSON:** My name is Chris Carson and I would  
10 agree highly with what they are saying, you know... There is  
11 one walk in Ootlewah that is going to be terminated in the  
12 South Broad/(inaudible) area. And we have a limited  
13 corridor over the mountain for our roads and freeways.  
14 Future planning might incorporate keeping at least our  
15 (inaudible) property and should be able to connect that to  
16 Ooltewah, up through that area. And then I have one other  
17 question. Can you explain the difference between commuter  
18 rail and light rail and the cost comparative?

19 **MR. RUMBLE:** A commuter rail would be using the  
20 existing rail lines or double-tracking with the existing  
21 railroad tracks existing along the corridor. It would be  
22 providing some stations and provide access from some  
23 residential areas and suburbs to downtown. The light rail  
24 would be a completely new system on new tracks. It would  
25 have more outdoor stops and would be a step up from bus

1 routes, which is another real similar concept. Light rail is  
2 not heavy rail. For instance, not like Atlanta or Chicago  
3 with underground tracks, this is meant for less passengers  
4 but it does have more stops than commuter rails. That is why  
5 the cost process is so much higher than the computer rail.  
6 It would mean new construction of tracks and bridges.

7 **MR. CHIP HENDERSON:** I'm Chip Henderson, Chattanooga  
8 City councilman. I just want it on the record that I think  
9 the state has the need for an alternative route across  
10 Cummins Highway with the widening of the railroad underpass.  
11 Lookout Valley is an alternative route on I-24. I'm sure  
12 that has been looked at, but if not, if you could get  
13 somebody to look at that, that would be great.

14 **MR. RUMBLE:** Yes, sir.

15 **MS. BARNFIELD:** In my introductions, I failed to  
16 welcome Ms. Melissa Taylor and Ms. Karen Rennich, both of  
17 which have been fabulous for us to work with as TPOs. Thank  
18 you all for being here. Yes, sir?

19 **MR. GORDON ANDERSON:** My name is Gordon Anderson and I  
20 live out in the East Brainard area. Two questions. One is,  
21 are you all considering doing some short-term improvements  
22 for immediate relief versus waiting until 2040 for the  
23 overall big picture?

24 **MR. RUMBLE:** Yes, we will have, for instance,  
25 operational improvements, ramp improvements, and signal

1 improvements; that will be short-term. Those will be short-  
2 term improvements that will shave down the end of the list.

3 **MR. ANDERSON:** I would ask you then to put one of  
4 those short-term reliefs out at the 75-24 junction area.  
5 When we've got three lanes going east on 24 to empty into  
6 four lanes onto those on-ramps for I-75 north and south,  
7 then we've got congestion back to that 27 split to downtown.  
8 There is a problem there; there is right now, that exists  
9 right now because of the short ramps at Moore Road and those  
10 avenues. If you would close those out totally - not let  
11 anybody come in to be fighting for space - put a bridge off  
12 of Spring Creek Road across to the 24 to 75 south ramp, to  
13 give people a north ramp access. One bridge and a route to  
14 go 75 south or 75 north right there at Spring Creek to the  
15 east of East Ridge Hospital, the theaters, the businesses  
16 right in there... East Gate access instantly and not have  
17 all that circling through by Moore Road to get on the  
18 Interstate, fight your way over, causing all this  
19 congestion. One bridge, one ramp.

20 **MR. RUMBLE:** Thank you for that suggestion.

21 **MR. BILL MOLL:** Question, given the unfortunate  
22 situation in Washington, D.C., what are the chances of any  
23 federal money ever getting down to fix these roads that are  
24 sorely in need of getting fixed? Is that going to be all  
25 state money or what? There is a need for some immediate

1 things, as he said. We can't wait until 2040.

2 **Representative Vince Dean:** We're still on a federal bill,  
3 Map 21, that allocates the funding of those projects, so  
4 there are still mechanisms to provide federal funding, even  
5 right now after the shut-down. Of course, that's over. There  
6 is a bill that provides that funding. So once that bill is  
7 over - it's a two-year bill - it will have to be either  
8 extended or another bill. So right now, there is a bill that  
9 allocates federal funding. Just no federal funding because  
10 of the shut-down. The state gets a large portion of their  
11 funding from the federal government.

12 **MR. MOLL:** You can't do much in two years.

13 **(Several attendees talking at once.)**

14 **MS. BARNFIELD:** Any other comments or suggestions?

15 **MS. MELISSA TAYLOR:** I have one question. Tell me what  
16 model you are working on. Does the state have transit plans?  
17 I mean, where we can get together, the TPOs, that drive many  
18 miles... Transit, is that what you're working off of?

19 **MR. RUMBLE:** No. How we were going to do transit  
20 was to look at potential projects and their impact on the  
21 destination of people. For instance, if there was a route  
22 from downtown to serve some urban areas that has a potential  
23 ridership of 3,000, we'll take that out of the highway and  
24 see what the impact on the freeway would be. But to answer  
25 your question, no, we do not have a transit model. Even

1    though we don't have a transit model, we can still evaluate  
2    transit projects and the impact they have on roads by taking  
3    out people who go from cars to bus.

4    **(Lots of talking among several people)**

5    **MS. TAYLOR:**                               (Inaudible)

6    **MR. RUMBLE:**                           (Inaudible) If we have a project,  
7    we can calibrate it as to the potential (inaudible).

8    **MR. TIM LEE:**                        I am Tim Lee, L-e-e. When you were  
9    questioned about the interchange at 75 and 24, you indicated  
10   that the current TDOT plan does include the project. Did you  
11   go beyond that? Do you use that for a borderline project  
12   strategy? Or when you were outlining the more involved  
13   project strategies and what the proposal was as outlined  
14   back in November when TDOT presented it, was it was just  
15   primarily lane additions rather than any substantial,  
16   significant improvements? Is your project list including  
17   other alternatives beyond that original last November  
18   proposal or are there several alternatives being looked at  
19   on the Interstate?

20   **MR. RUMBLE:**                        An alternative for the interchange  
21   proper, no. It pretty much stays with the long-range plan.  
22   Now, ramps for the interchange west of there, there were  
23   several suggestions that we mentioned earlier - short ramps,  
24   more adjacent ramps. Those are suggestions. There may be  
25   something that is a long-term project, but in terms of

1 looking at the extent of the I-24 and I-75 project, that is  
2 a stand-alone project. So the plans were done and it's been  
3 on-going for a number of years, so we are not going to  
4 interrupt... We are starting plans right now, so we  
5 certainly don't want something about this project five years  
6 from now starting afresh. So that is definitely the project  
7 plan that we will go with.

8 **MR. WES HUGHEN:** I'm Wes Hughen with TDOT Region II.  
9 We do have a project for the I-24/I-75 interchange. We are  
10 in the NEPA phase - National Environmental Policy Act. There  
11 are several options. When we get through these documents,  
12 we'll have a NEPA hearing, and then there will be a design  
13 hearing. But there are options for that right now.

14 **MR. CHRIS CARSON:** I know the city, they have a lot of  
15 opportunities for involvement and idea exchanges and  
16 findings and things like that. But will there be other  
17 opportunities or something on the projects like the I-24/I-  
18 75 exchange to get some more public in-put and ideas?

19 **MR. RUMBLE:** Yes, like this forum as well as the  
20 on-line survey tries to capture that - through those tools  
21 and forums like this. We may suggest bigger projects that  
22 would go into a program, and there would be a more in-depth  
23 study at a later time. This study was not intended to fully  
24 explore all possibilities for each location.

25 **MR. CARSON:** I mean, are there other workshops

1 or things like that planned so that public in-put can be  
2 made?

3 **MR. MOLL:** Is there a place where we could find out  
4 where those opportunities are? Some of us that are here just  
5 got an email. Is there a website that lists all of these  
6 things for TDOT?

7 **MR. RUMBLE:** Yes, there is a website that lists  
8 all the projects that have been proposed.

9 **MS. BARNFIELD:** You can go on TDOT's website and it  
10 not only shows... You can look at all the studies that have  
11 been done. Basically, anything that TDOT is doing. There is  
12 also a calendar. You can always go and look and see what is  
13 going on in your areas.

14 **MS. FLYNN:** There's a section you can click on  
15 for public meetings and see what meetings we have up-coming.  
16 And what Wes was talking about, too, we will be having other  
17 meetings about the I-24/I-75 interchange. They will be  
18 coming up and they will be on various sites, with us working  
19 with the media here to make sure they know about it well in  
20 advance, so they can get that out to everyone.

21 **MS. BARNFIELD:** Any other comments or suggestions?  
22 Well, we really appreciate all of you being here and taking  
23 the time to voice your opinions. Just because we are close  
24 to the end of the study does not mean that if you get home  
25 or a friend mentions something, you can't call us or call me

1 or email us and send us your comments. We would still like  
2 to hear them. We're not finished yet, but we will hopefully  
3 get something that we can all work with and that we can all  
4 be happy with in January. So thank you again, and if you  
5 have any questions or if you would like to speak to the  
6 court reporter directly, please do that. Otherwise, if you  
7 want to look around and if you think of any questions about  
8 anything, let us know. Thank you.

9 **(This concludes the Question and Answer session.)**

10 **(No comments to the court reporter).**

11 **(WHEREUPON, the meeting was**  
12 **adjourned at the approximate**  
13 **hour of 7:00 pm)**

14  
15 **BY: \_\_\_\_\_**

16 **Virgilene T. Lotze**  
17 **Court Reporter and Notary**  
18 **Public at Large for the**  
19 **State of Tennessee**

20  
21 **(My Commission expires 6-6-15)**

22  
23  
24  
25 **(Continued on page 19)**

EXHIBITS

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3   **Exhibit #1**           (Notice of Public Meeting)4   **Exhibit #2**           (Two sheets of names of Attendees)5   **Exhibit #3**           (Disk dated 10/17/13)

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